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# THE MARINE RECORD,

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

VOL. VIII. NO. 5. CLEVELAND, O., FEBRUARY 4, 1886. $2.00 PER ANNUM SINGLE COPIES 5 CENTS


## AROUND THE LAKES.

### CLEVELAND.

Captain Lucius Young, last season master of the steamer H. B. Tuttle, is to sail the schooner Negaunee.

Captain Mat Mulholland, last season in the schooner Thomas Quayle, sails the steamer Sarah E. Sheldon next season.

D. Conholly is building a marine boiler for a new fishing tug for Messrs. Adolph & Zolinger, of Sandusky. H. D. Root, of Lorain, is building the hull.

Captain L. B. Woodruff, of Sheffield, Lorain county, was in the city last week, looking after an interest in a boat. He has quite recovered from his accident.

The Globe Shipbuilding Company has sold to J. H. Wade, Jr., one-tenth of their interest in both of the fine iron steamships, the William Chisholm and J. H. Devereux, for $14,500 each.

At the Globe drydock the work on the propellers Havana and Sparta is progressing rapidly, and is being well done. It was found necessary, in addition to the repairs noted some time since, to put on part new stem and apron.

Captain J. C. Pringle, of Marine City, is in this city this week, looking after the completion of the machinery at the Globe Works, to go into his new propeller, drawing near completion at the shipyard in Marine City. His new boat is 200 feet over all with 29 feet beam. The engine is compound 27 and 44 by 36 inches.

Captain J. D. Mullen, last season master of the schooner Magnetic, has been appointed master of the propeller Republic, vice Captain William Mack, resigned. Captain Mullen is a good navigator and a shrewd business man and will make a good officer. The appointment was made at the last meeting of the directors of the Republic Iron Company.

The following statistics of the tonnage of this district will prove interesting. Vessels engaged in the coasting trade, entered and cleared in the district: Entered at Cleveland, 2,248 vessels, 1,025,691 tons; cleared at Cleveland, 2,197 vessels, 992,102 tons. Entered at Ashtabula, 530 vessels, 387,100 tons; cleared, 525 vessels, 372,449 tons. Entered at Lorain, 114 vessels, 29,385 tons; cleared, 150 vessels, 54,862 tons. Entered at Fairport, 53 vessels, 22,-114 tons; cleared, 33 vessels, 14,769. Vessels engaged in the foreign trade entered into and cleared from the district: Entered at Cleveland, 211 vessels, 43,877 tons; cleared, 221 vessels, 45,824 tons. Entered at Ashtabula, 23 vessels, 6,545 tons; cleared, 59 vessels, 28,779 tons. Entered at Lorain, 74 vessels, 14,094 tons; cleared, 61 vessels, 11,663 tons. Cleared at Fairport, 1 vessel, 82 tons.

A crime, such as is not often our province to record against a sailor man, has been perpetrated, it is alleged by Alfred Smith, in the murder of his wife and one of her friends, a Mrs. Wilson, a dressmaker, in the Crocker block on Superior street, opposite the city hall. Mrs. Smith, the wife of the alleged murderer, was a clairvoyant, and apparently ashamed of her husband who has always had a reputation for sobriety, honesty and a desire to provide for his family in a fitting manner. Mr. Smith was mate of the Wabash when she was wrecked, and last season served in the same capacity on the schooner Grace Darling. The murders were committed with a carpenter's claw hammer, and the faces and skulls of the victims were hammered and fractured beyond recognition by the desperate man, after which he endeavored to take his own life by cutting his throat with a razor. He will recover, however. An effort for obtaining a divorce had been made by Mrs. Smith, and she was surrounded by lawyers, doctors, spiritualists and others, among whom were people bent on having the benefit of her professional services as clairvoyant (whatever they may consist of) and it is possible that these plagues combined were too much for the mental caliber of the murderer. Mr. Smith has adopted a line of defense to show that he is one of the victims and that after the murderers had disposed of the two women they turned their attention to him, but as the circumstantial evidence is strong enough to convict him there is no prospect that he will be cleared of the charge of murder and will not escape the penalty. The funeral service of Mrs. Smith was held yesterday, attended by the rites of the spiritualistic conviction.

Captain M. M. Drake, superintendent of the Union Dry Dock Company, was in Cleveland Tuesday for the purpose of visiting the Britton Iron and Steel Company, who are making the plates for the arches to be placed on the propellers City of Duluth and Avon.

### BUFFALO.

*Special to the Marine Record.*

Captain A. W. Reed, of the steamship Australasia, is in this city from Sheridan, N. Y., visiting his son and friends.

The steam yacht Little Frank sank in Skinner's slip last week. She will be raised by Thomas J. Mabely.

The Delaney Forge and Iron Company are making the stern frame and rudder for the Union Dry Dock Company, and the cranks, shafts, and other forgings for the King Iron Works Company, for the new steel steamship which the Union Dry Dock Company are about to build.

Edward Smith, of the firm of Brown & Co., vessel agents, has purchased the one-half of the barge Sunshine, owned by H. A. Hawgood and the estate of Thomas Hawgood for $4,500. He is now the sole owner.

Hickler & Green, contractors, are building a dredge 82 feet over all, 30 feet wide, and 7 feet deep. She will have an engine 14x16, and two 8x12 swinging engines, to be built by the Pound Manufacturing Company, Lockport, N. Y., and a steel boiler 4 feet 8 inches by 10 feet, to be built by M. Riter, of the Eagle Boiler Works, Buffalo. Her spuds will be 24 inches square and 40 feet long. They are also building two dump scows with a capacity of 110 yards each. This firm are doing the Hay Lake Channel work on the Sault Ste Marie River.

The old suit of Niles Case against Frank Perew came before the county court for a new trial. The steamer John B. Lyon one dark night ran down a canal boat moored in the Peck slip and showing no light. On the first trial a jury awarded Mr. Case $500 damages, but an appeal to the general term resulted in an order for a rehearing. The suit is important as establishing whether a boat has the right to lie without a light in a public channel. The case was given to the jury on the 3d inst., at 4 p. m., who found a verdict for plaintiff and damages were placed at $500.

In the office of Clinton & Clark was begun the hearing of testimony in a collision case. One windy night last September the tug James Adams towed into this port the grain-laden schooner E. A. Nicholson, the tug G. R. Hand following with the schooner Michigan. The Nicholson struck the canal boat Potter, which was moored at the Richmond elevator dock, and it is claimed that the Michigan also ran into the same boat. The boat was pretty badly damaged about the stern, her repairs costing nearly $1,100. Ex-Judge Nicholson and Counselor Wisner, of Detroit, are representing the owners of the vessels.

The outlook for the coming navigation season is on the whole quite favorable. The iron ore trade promises to be unusually active. There is a good inquiry for vessels to carry ore both from Lake Michigan and Lake Superior ports, and at much better rates than any of last season. It is reported that Captain Thomas Wilson, of Cleveland, has contracted to carry the entire output of the Agate bay mines at $1 35 per gross ton. It is estimated that this will reach about 350,000 tons. Vessels adapted for the ore trade of 1,400 tons, or better capacity, can find buyers at good figures. More new vessels are now on the stocks than for several years.

The Lake Erie Boiler works will build a steel boiler 9½x16 of the rectangular fire box type for the propeller Queen of the West, owned by John Kelderhouse, of this port.

The new Dobbins life boat, built by Wm. Hingston & Son, was placed upon one of the Dobbins launching wagons and shipped to Washington last Saturday, where she will be inspected and tested by the board of supervising inspectors of steam vessels, in session there. This splendid boat is 24 feet long, 6 feet 6 inches beam, and 2 feet 6 inches in depth to top of gunwale. She is constructed for either seven or eight oars, double and single banked. She has watertight compartments, forward and aft. The forward compartment will carry four persons and the aft compartment three persons. Her hold from the load water line down is stowed solid with water proof sheet cork, which is decked over and calked tight. Six inches above that deck another deck is placed, and the space between is divided into 44 water tight compartments. The principle aimed at is that all confined space above the water line shall be air chambers, thus rendering her insubmergible and self-righting. There are three scuppers on each side in the waist of the boat, which makes her self-bailing. She will carry one mast and a lug sail, and is provided with the Seller's apparatus for launching from davits. Captain D. P. Dobbins, her inventor, went to Washington on Monday to be present at the inspection of his boat.

The steambarge D. P. Donaldson went out of R. Mills & Co.'s dry dock last Friday, and the steambarge White & Friant, which goes in for new steel arches and hog posts, took her place.

Captain John Fitzgerald, of the Milwaukee Shipyard Company, was in Buffalo last Saturday visiting his friends and to take a look at the steeple compound engine, 20x 36 and 36 square, which is being built by Trout, King Iron Works. The engine will be placed in the new steambarge building by the Milwaukee Shipyard Company.

WILLIAMS.

### CHICAGO.

*Special to the Marine Record.*

Marine matters here are quiet, but it is evident the vessel men feel much encouraged at the prospects for the season. This is manifest in the firmness of prices of vessels, steam and sail, of good rating.

The intense cold weather for a few days past, has interfered materially with outside work on vessels.

The boat building by A. P. Smith, at foot of 16th street, on the lake front, for A. Booth & Co., has about half her frames up. Her keel is 157 feet, and beam 26 feet. She is expected to be very fast.

At Miller's shipyard Thomas Cannon is building a boat for Captain Wm. Brown, to take the place of the steamer Welcome (which was sold and taken to New Orleans) in the lake front excursion business. She will receive the machinery of the old government tug, General A. A. Humphrey. The schooners Minerva, Oak Leaf, G. Ellen, and Geo. M. Case, and several tugs are being repaired there.

The Chicago Drydock Company have considerable work in hand. The schooner Sophia J. Luff is being entirely rebuilt, and the schooners Mediator and George Steel are undergoing extensive repairs. The Hattie Hutt is being changed from two to three masts, and the Lem Ellsworth is having new decks and a new foremast. The tug Viva is also receiving some slight repairs.

It is announced by Collector Seeberger that he has received a few copies of the sailing directions for Georgian Bay and the North Channel from Commander J. G. Boulton, R. N., who has charge of the survey of those waters. The charts to which these directions allude will soon be ready, and can be procured of Mr. Chas. Potter, optician, No. 31 King street, Toronto, Can. The title of said chart is "Cabot Head to Cape Smith and Entrance to Georgian Bay." Admiralty, No. 906. This will be good news to masters navigating those waters.

The schooner G. Ellen was recently sold by J. S. Noren and G. Nelson to Charles Davidson, of Racine, Wis., for $800.

The steamer City of Ludington, of the Goodrich line, left here on the afternoon of February 2 for Ludington. This steamer and the steamer F. and P. M. No. 1 have been making regular trips between Chicago and Milwaukee, Ludington and Grand Haven during the winter.

MAYO.

### MILWAUKEE.

*Special to the Marine Record.*

The Milwaukee Shipyard Company is building a steambarge for John B. Merrill, George C. Markham, George D. Norris & Co., John Fitzgerald, and Captain Albert Gibbs, who will have command of her. She will be 175 feet over all, 31 feet beam, depth from top of frame to bottom of deck 13 feet, in the shoalest place from floor to bottom deck 12 feet. She will be heavy iron strapped under the rail, fastened through the stringers inside and outside. Her boiler, 8 by 15, of steel, will be built by R. Davis, Milwaukee, and Trout, of King Iron Works, Buffalo, is building the engine. She will be launched April 1.

As soon as the above barge is launched the keel will be laid for another steambarge, 210 feet over all, 34 feet beam, 13½ feet deep from top of frame to bottom of deck in the shoalest place, 14½ feet deep from floor to bottom deck, for Starke Brothers, of the Milwaukee Tug Company. She will have steel arches, and be ready for sea August 15. Her engine, which will be a fore and aft compound, 22 and 40 by 40, and boiler of steel, 9 by 16, will be built by the Detroit Drydock Iron Works.

Wolf & Davidson have sold the schooner Pewaukee to H. Kramer and M. Hilty, for $5,000.

Wolf & Davidson are building a 1,600-ton steambarge, to cost about $100,000 for the market. Her dimensions will be 218 feet keel, 37 feet beam and 23 feet deep. She is to be double-decked, iron-strapped, and as strong as wood and iron will make her. She is to have a fore and aft compound engine, which has not as yet been contracted for, and steel boilers.

The new steambarge building at Wolf & Davidson's yard for Mr. Cook, of Chicago, and Captain William Carter, of the steambarge M. F. Butters, is already in frame, and it is expected will be completed by the opening of navigation. She is to be about the size of the steambarge Susie Chipman, with a capacity of 250,000 feet of lumber. She is to be given new machinery instead of that in the tug Albion, as originally intended, 20 by 26 inch, and is now being built by James Sheriffs. She is to have a boiler 7 by 13 feet, building at Fruitport, Mich. Captain Carter is to sail her.

Work is progressing finely on the steambarges Minnesota and J. R. Whiting, which are receiving extensive alterations at Wolf & Davidson's yard. Some changes have been made in the rebuild of the Whiting from the original plan. It had been decided to lengthen her thirty-five feet straight, but on later consideration it was decided to make it forty feet, and to give her three feet more beam. This compelled the builders to split her, and to give her entirely new deck frames.

F.

## MARITIME LAW.

TOWAGE—STRANDING—LEAVING THE WRECK WITHOUT PROTECTION — DAMAGE INCREASED THEREBY—APPOINTMENT.—GALLAGER V. THE STEAMTUG YOUNG AMERICA.

*U. S. District Court, Southern District of New York.*

A tug, with a large fleet of boats in tow, came up through the Bay to New York. In the Lower Bay she encountered a quantity of ice, which drove her toward the Staten Island shore, where libelants canal boat struck on a rock. The tug left no one in charge of the wreck and came on to New York. On returning to the aid of the canal boat it was found that wreckers were in possession, and in consequence of the difficulties and delayes arising from the disputed authority, libelant's boat became almost a total loss. On suit brought against the tug for the damage, held, on the evidence, that the stranding was caused through no fault on the part of the tug, but as it was her duty, having the charge of the canal boat, to have made arrangements, after the accident, to prevent her falling into the hands of third persons under color of authority, and as her failure to do this contributed to the final loss, and it was impossible to determine with exactness how much of the loss was due to the original stranding, and how much to the subsequent want of protection, the damage should be divided.

Brown, J.

The libelant was the owner of the canal boat Beakly, which was one of twenty four boats forming a flotilla composed of six tiers of four boats in a tier, in tow of the Young America upon a hawser. The libelant's boat was the outer boat on the port side of the fourth tier. On the 12th of February, 1885, the steamtug Young America started from Perth Amboy to tow the fleet to New York. Finding the Kills chocked with ice, and impassible she came through the lower bay, along the southern shore of Staten Island. After passing between the cann and spar buoys, about half a mile below the Narrows, she there met, as her witnesses allege, a large field of ice coming up from the bay with the flood tide. By this ice and the set of the flood tide toward the Staten Island shore, as they allege, the fleet was crowded to the extreme westerly side of the channel so that the libelant's boat when about opposite Fort Wadsworth, in the narrow part of the straight, struck upon a rock, and subsequently became nearly a total loss. The libel was filed to recover the damages.

The witnesses for the libelant allege that there was little or no ice to obstruct the course of the tug. On their part it is claimed that the accident arose through inexperience of the pilot, and his voluntary selection of the westerly shore, and that he ran upon the rocks because he mistoke his proper course and passed too near Fort Wadsworth. A number of witnesses on the part of the libelant state that there was no ice. It is also urged that the tide was no longer running flood at the time of the accident, which was after dark at about 6:30 p. m. The evidence as to the precise time, however, is not so certain as to admit of reliance upon the arguments with respect to a change of the tide.

There is no evidence in the case of such circumstances existing at the time the fleet set out from Perth Amboy as would make the tug chargeable with negligence for starting out and undertaking to bring up the tow. She is liable, therefore, only upon proof of want of suitable care and skill under the circumstances that she met. The burden of proof to show negligence is upon the libelant. I have carefully considered the evidence from the numerous witnesses in the case; I find it impossible to hold that the libelant makes out by any preponderance of proof that the course through the Narrows was free from ice. On the contrary, I must hold that the preponderance of proof is the other way, and that the tow was crowded in, as the claimants witnesses allege. Most of the witnesses for the libelant were not dischaging any duties that required them to observe carefully as to the existence of ice, much less to navigate with reference to it. It was a cold night. They were going in and out of their cabins and they were not in a situation that would naturally direct their attention to the conditions with which the tug had to contend. There was no ice on the port side, where the libelant was; what there was, was on the opposite side of the tow, some 60 feet distant from him, and it was dark. The evidence on the part of the tug is so minute and detailed that their story cannot be discredited, without assuming on their part gross fabrication and perjury. Their statements are also confirmed in some measure by the evidence from a steamer that went down the bay the same night and encountered so much ice in the same place that she was obliged to put back. The fact that another tug a quarter or half a mile ahead escaped is not consistent with the claimant's story. The evidence shows that from 20 minutes to half an hour, the powerful tug was pulling almost directly to the eastward away from the shore, and that the helper tug went around trying to break or loosen the ice. I cannot find any omission of duty or skill under the circumstances and must hold, therefore, that the tug is not answerable upon the ground of any negligence causing the libelants boat to strike upon a rock.

The evidence shows, however, that after she had struck and attempts had been made by the tender Winne to pump her out so that she might be towed away, she was left without any persons in charge, and that afterwards some persons upon the shore claiming authority, as wreckers, took position of the boat and prevented the claimants from again resuming possession and raising her as they attempted to do, through a boat sent down for that purpose, and that in consequence of this disputed authority and the difficulties and delays arising from it, the libelant's boat became a wreck. The evidence indicates pretty clearly that but for this interference the boat might have been raised and the loss very greatly lessened. I think it was the claimant's duty, having the custody and charge of the libelant's boat, to have made all necessary arrangements before leaving her, to prevent her falling into the hands of third persons under color of authority. The libelant was not in charge of her and had no power to do anything in respect to her. It was in the power of the claimants, and as I have said, the boat was in their custody. They must be held answerable, therefore, for the great increase of the damages, through their fault, which contributed to the final loss. The nature of the case is such that it seems clearly impossible to determine with exactness how much of the whole loss is attributable to the original stranding, and how much to the subsequent want of protection. The only thing that can be done under such circumstances is to divide the damages as in the case of Snow v. Carruth, 1 Sprague 324, and see The Max Morris, 24 Fed. Rep. 860, 863.

January 21, 1886.

## A NEW PUMPING DREDGE.

On the south-west coast of Long Island, bordering on Jamaica Bay, and the numerous neighboring inlets, are many thousands of acres of salt meadow, submerged about two feet by the highest tides. This land, as it lies is practically valueless, but if raised above tide mark, at once becomes extremely valuable as a site for summer residences; and even now a syndicate of capitalists is contemplating the creation of a second Venice in the marsh back of Coney Island by excavating a series of canals, and from the material thus obtained raising the adjoining land.

This being the condition of affairs, a recent visit to this locality proved that a number of contractors, with plant ranging from shovels and barrows to elaborate dredging outfits, were attempting the solution of the problem of raising the material from the water ways and conveying it on to the land thus to be enhanced in value. In this particular locality, all filling must be obtained from beneath the water surface, that being the only available source of supply; and the deepening of existing channels and the creation of new cuts are just as important as the making of new lands. Owing to the natural conformation of these inlets and the fact that they have been used as receptacles for sewage and are being filled, with all manner of refuse, their cleansing and rectification is a necessity. An important improvement suggested in this line is a broad and deep canal to be cut back of Coney Island from the lower end of Gravesend Bay to Sheepshead Bay and thence by another short cut entering Jamaica Bay and even beyond. The results would be a better water circulation, an inside route formed for a steamer line to ply between New York and the future summer resorts to be erected upon the land formed by the deposit of the dredged material from the canals.

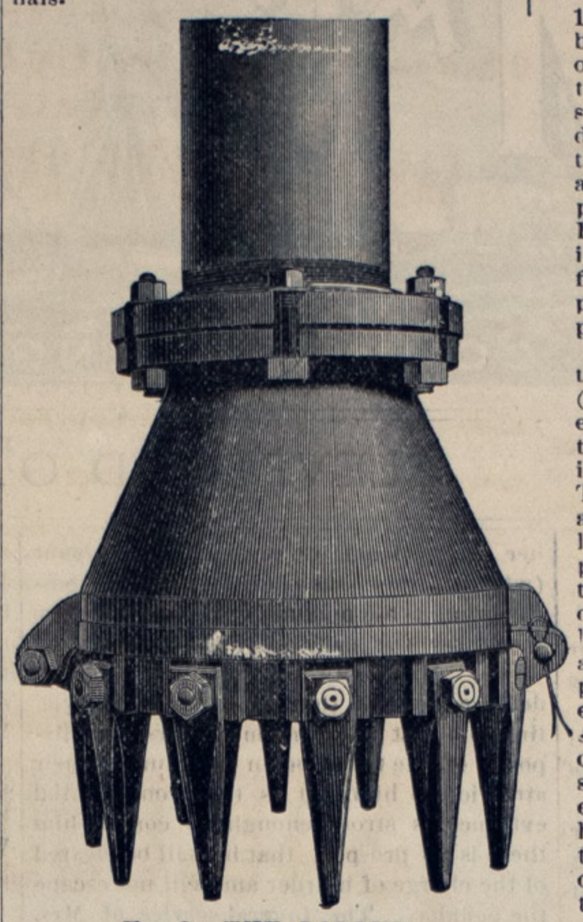

FIG. 2.—THE DIGGER

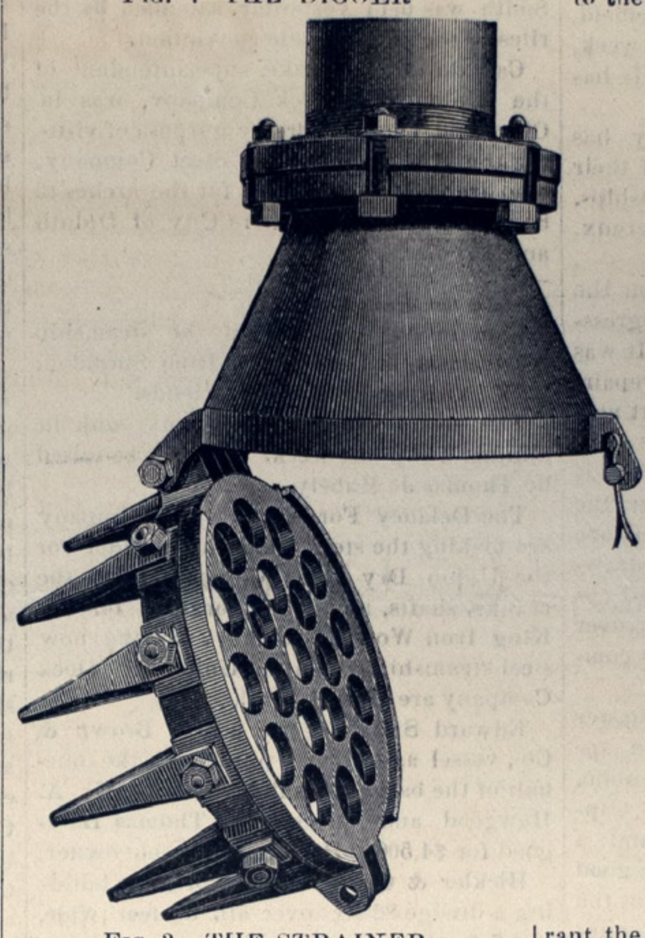

FIG. 3.—THE STRAINER.

But to utilize the dredged matter it must be economically conveyed on to the territory adjoining the channel and that through distances ranging up to several thousand feet.

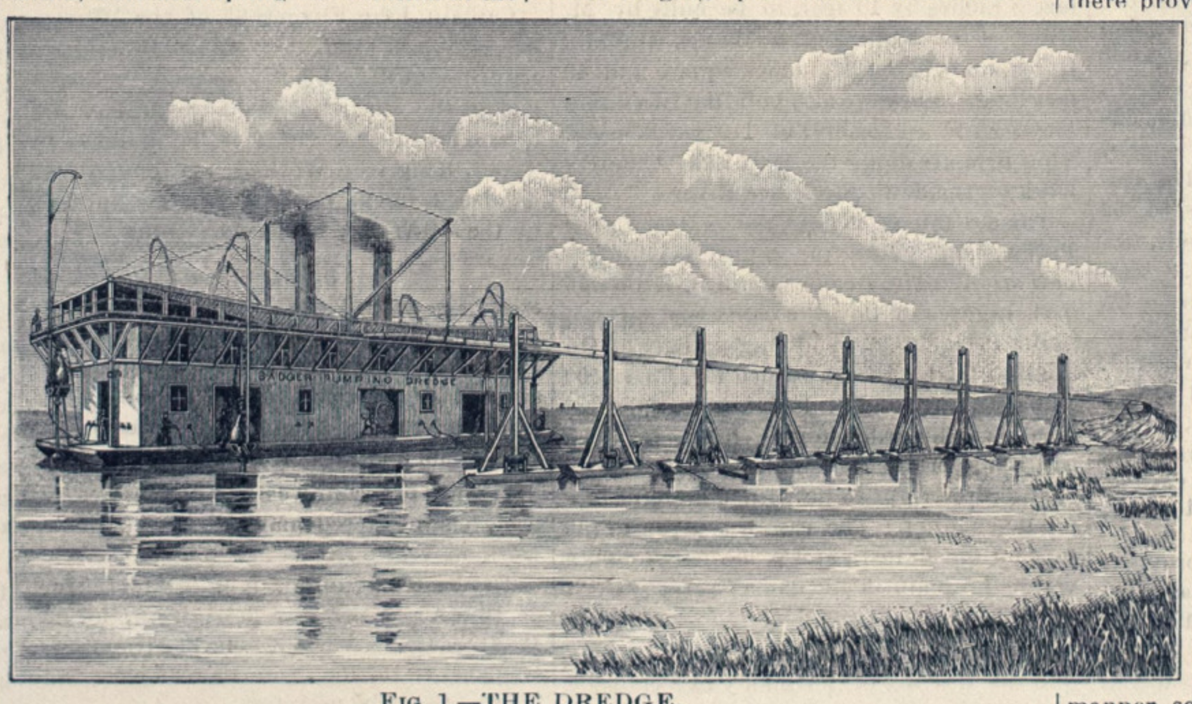

FIG. 1.—THE DREDGE.

Among the dredges at work, there was one that was intended to accomplish just this character of work. This was the pumping dredge invented by Mr. G. F. Badger, of Brooklyn, N. Y. Briefly described there is first, a strongly built boat, similar in general appearance to the view shown in Fig. 1. Upon this boat is a heavy plant of steam boilers arranged in four or six sets so as to best adapt the power to the work to be performed. On top of the dredge scow, supported by a strong timber frame work, is a hopper-like receptacle for the material lifted, and from the center of this elevated hopper a galvanized iron, egg-shaped trough leads to the land to be raised anywhere within a distance of 2,000 feet. Sufficient water is pumped with the sand, etc., to convey this material to the desired point of deposit, and the filling being packed by water is permanent and without any subsequent settling. The conveyor pipe is supported overthe water upon floats and over the land by trestles.

The mud sand gravel, etc., is lifted from depth ranging up to fifty feet by a modification of the well known Pulsometer pump, the valves being especially designed for this work. Underneath the overhanging frame-work, shown in Fig. 1, is a track rail, made of two channel bars, which commands the sides and ends of the boat; and on this track, and protected by its form from the cutting effect of sand, etc., runs a four wheeled truck. The dredging pump is suspended from this truck by chains and pulley blocks operated by steam hoists within the boat. The pump outwardly resembles the familiar Pulsometer too much to require special illustration, and the peculiar valves and fittings we are not yet permitted to make public, owing to further patents still pending.

To the bottom of this pump is attached the suction pipe, about twelve feet long (though this can be lengthened or shortened through reasonable limits,) and at the end of this suction is fixed one of the important features of the pumping dredge. This is the "digger," as shown in Figs. 2 and 3, which, under the constant oscillation, due to the action of the suspended pump and the natural motion of the boat, tears up the bottom soil over a diameter of about six feet and reduces any clay, lumps, turf, or conglomerated material of almost any kind, to a size suitable for passing through the openings in the strainer inthe base of the "digger." As plainly shown in Fig. 3, the teeth of the digger can be readily replaced in case of necessity, and the strainer can be opened for ease in cleaning. As a matter of fact, however, we are informed that so far in the present machine there has been no occasion to open the strainer at all. After the material passes the pump it is lifted to the hopper through an iron discharge pipe fitted with very strong gun-metal flanges, and terminating in a galvanized iron," gooseneck" as shown. The pipe is attached to a strong collar fixed upon the rolling truck. Steam is conveyed from the boilers to the pump, or pumps, through a continuous pipe running around the boat and fitted at intervals with suitable branches and valves. As the pumping may be at times necessarily suspended, with the pump and discharge column filled with sand, this material must be kept in motion, otherwise it would settle and pack so solidly, that there would be much trouble in starting again. This end is accomplished by a water pipe running around the boat and connected with a Pulsometer pump in board, and with the base of the discharge column of the working pump. When the dredge pump stops, the second pump is started and water is continuously forced into and through the material contained in the discharge column, and keeps it in motion ready for the resumption of pumping.

Though the scow upon which the present plant at Coney Island is mounted is an experimental affair, hastily put together and not well adapted for fully testing the merits of the pumping device, sufficient good work has been done to warrant the inventor in claiming an average capacity of one cubic yard per minute per pump; nearly two cubic yards per minute have actually been lifted, but with the result that the hopper and conveyor trough there provided were choked and the pumping had to be stopped. The pump has handled mud, sand, gravel, clay and a species of turf or peat; and the average of solids lifted is confidently put at 50 per cent. of the total volume. Mr. Badger claims that experimentally 80 per cent, of solids have been raised under very favorable conditions, and that he will guarantee 50 per cent, in mud and sand. As the number of pumps that can be worked at one time is only limited by the size of the boat and the boiler power at hand, the capacity of the dredge is simply a question of first outlay in plant.

The work done testifies to its excellent character, and to the presence of very good sized pebbles conveyed far inland. We learn that a plant of this description has just been made for the Pate Placer Gold Mining Company to work on the Nechi river, in the United States of Colombia, and that arrangements are now being made to work in a similar manner some of the gold-bearing rivers of Honduras.

## BUOYANT PROPELLER FOR STEAMBOATS.

The two cylindrical floats that support the body of the boat are preferably made cigar-shaped, and each is placed upon a central shaft journaled at their ends in uprights atttached to the body, so that the floats may be revolved for propelling the boat. For this purpose the floats are provided with spiral blades at their rear ends. It will be noticed that these blades are only formed for a short distance from the ends of the floats—about one-third of the length—so that the water will not be ruffled directly under, but only in the rear of the float. The various means by which the floats can be revolved will vary according to the shape of the body, which may be in the form of a flat boat decked. One arrangement for operating the floats consists of a crank shaft carrying a gear wheel meshing with a pinion of the float shaft; this gear wheel is connected by an intermediate gear with a pinion on the second float shaft.

## CHARACTERISTICS OF MISSISSIPPI RIVER STEAMBOAT MEN.

BY THE SECOND ENGINEER.

*Written for the Marine Record.*

PART X.

"Bob" Burton was a genial and clever gentleman, who stood some six feet two in his stocking feet, and who could spin a wheel further with one stamp of his number ten boot than any other man on the river. Bob was a pilot, and as good a one as ever pulled a "backing bell," clear in his judgment, cool in a race and sure in the bells. If Bob came on watch and his partner said, "the starboard engine is backing slow and the larboard engine is coming ahead strong" that was enough; Bob would never forget it, and he would take hold as if he had been on duty all the time.

Bob had just taken a four-boiler boat out of the Missouri, only to find a Cincinnati boat at the St. Louis wharf, waiting for him to take her to Omaha. Bob backed out and when he pulled out of Sawyer bend, the captain went up in the pilot house and gave Bob to understand that he wanted the best of care taken of his steamer, and ended by asking him if he was "well posted." Bot said he thought he was, as he had been up the river more than once.

"How often have you been up this river?" asked the captain, yet unsatisfied.

"I have been up twice; once on horseback and once on foot, and if you do not think I can take this 'possum box' to Omaha, I'll just stick her nose into the bank and I'll get off."

The captain suggested that he was satisfied and soon left the pilot house, and as he did so Bob muttered:

"The old man thinks this is a tough stream, and if he fools with me I'll make him know she is tough;" with this Bob pulled her out under the shoulder of the bar, heading over toward the foot of "Gabaree." About 11 p. m., the pilot slowed her down to pull up under the reef at the mouth of the Missouri river, where could be seen looming up, great white snags. The captain saw them, and walking leisurely on the roof, he saw the pilot pull her head right into a "rack heap," then straighten her up into the bend, sending the rolling swells dashing over the snags, or glistening in the moonlight, as they rolled back astern. The captain had never been up this river and his nerve failed him, so he walked back in the pilot house, just as the beat's head touched a bar. Two taps of the bell, and in a moment the word was being passed along to the pilot of Mark Twain, "Quarter less twain," "eight and a half," "six feet," at which the pilot pulled the slow bells.

"Mr. Burton, this is a tough stream, is it not?" asked the captain, timidly.

"Pretty tough, old man!" responded Bob, as he stopped a wheel to bring her head back to the channel.

"I trust you'll handle my boat carefully," continued the captain."

"I'll 'tend to the steamboat, cap."

"Hadn't you better land and wait for daylight?"

"Look 'ere, old man, you had better not bother me, if you want me to git this tub up to Omaha."

The captain soon went out, and Bob said that if he came again he'd fix him. The water was "dead low," and the boat had a big trip, and steered badly, touching a bar occasionally, until the commander, from pure desperation, went back into the pilot house and began his questions about low water, tough river and so forth, even giving Bob a few pointers on how to handle the boat. Bob said nothing, but finally the boat struck a bluff bar and stopped.

"What's that?" asked the captain.

"That's nothing serious, only I expect you will have to help me hold this wheel;" and Bob pulled the rudder a little past the center, as he pulled the stopping bells, and then set them to backing. The captain, delighted to do anything to save his boat, grasped the wheel with a firm hold, while Bob stood peering out of the window, watching the boat drift back. Presently the boat backed slowly down on to a shoal place, the rudder struck, and set the wheel hard down, hurling the bewildered commander against the pilot house bulk head as though he had been a ball. Bob took the wheel, stopped both engines, and coming head, pulled her onto the crossing, remarking to the captain that he had dreaded that bar ever since he left St. Louis. When Bob changed watches he told his partner that he "did not think that Ohio river captain would bother them any more on that trip;" "for" said he; "I gave the old man the wheel, then backed the boat down onto the bar at the foot of Jones Island, and it like to broke the old fellow's neck."

It is not necessary to add that very little Missouri river did that captain."


IRA B. BASSETT. GEORGE PRESLEY Jr.

**BASSETT & PRESLEY,**

[Successors to W. H. McCurdy & Co.]

**Office and Warehouse, cor. Elm & Hemlock Streets, Cleveland, O.**

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## THE WINDSOR (N. S.) FOUDRY CO.

In directing the attention of our readers to the advertisement of the above company on another page, we cannot do better than to quote from the Hants Journal, published in Windsor, Nova Scotia:

Mr. Clarence Dimock, of the Windsor Foundry Company, and Mr. Joshua Smith, mechanical superintendent, returned from New York and other United States cities a few days ago, after completing what we regard as a very important arrangement, bearing on the mechanical industries of Windsor, and in relation to the maritime interests of the Dominion generally. The Windsor Foundry Company are now to manufacture for Canada the windlasses and capstans of the American Ship Windlass Company of Providence, Rhode Island. A number 7 "Providence" capstan windlass, with Grater's friction locking gear, iron side bitts, Gypsey ends, all complete, with latest improvements, has been made for them by the American Ship Windlass firm, as a sample.

As regards Grater's new friction locking gear. This is a new improvement, patented and applied to the Providence windlasses this season, and is so perfect in construction and brings the windlass under such perfect control that it is now without doubt the best and most reliable ship's windlass made.

There is no direct defect to which science and experience have pointed, that has not been met in this invention; and as the age of improvements progresses each possible advantage is appropriated at once, and made a part of the general principle.

The consequence is that experienced shipmasters who have used them declare these windlasses are the best in the world; that they are quick, efficient and reliable in their operations, and are always in perfect working order. They are on the largest steamers, on sailing vessels of all rigs and on yachts of every dimension. For steam or hand service they are attested to as being the best. Some of the largest steamship companies in America use them exclusively. In the Russian navy, in the United States revenue department on the great lakes in the west, in Egypt, Central America, the West Indies, the East Indian service—in fact wherever steam is used or sails spread on water, these windlasses seem to be brought into use, and are uniformly well spoken of. Our own seaports have them. In St. John, N. B., and Quebec, they are on ships already; and the probability is they will be multiplied as their merits are well understood. We have read of instances voluntarily recorded by shipmasters and owners, in which other windlasses have been removed to make room for these.

The duty on heavy material of this kind must always be a barrier to their importation. But a first class article, equalling the very best abroad, manufactured on our own territory, at once appeals to our self interest and our patriotism. We cannot too highly applaud the courage and tact of the Windsor Foundry Company in thus adapting its fine facilities for work to the very best interests of the territory on which it exists. It is admirably equipped with manufacturing power and machinery. It has trained for itself an excellent and numerous staff of skilled mechanics. By adding to its already large list of articles one so valuable, and likely to be so much in demand, as the "Providence" Steam and Ship Windlass, it gains a new hold upon public sympathy and respect, and at the same time ensures greater advantage for itself and employes.

We must also congratulate the Company on its choice of business manager. True, Mr. Clarence Dimock is junior member of the firm, and as such his abilities would be brought into play in any event, but it is known that his keen appreciation of what may be an advantage to trade, is turned well to account in such transactions as this with the American Ship Windlass Company.

Mr. Joshua Smith is also a great acquisition to the Company. His thorough knowledge of the business, his good judgment and tact qualify him admirably for his position

We wish for the new industry length of days and much prosperity to the manufacturers.

## OFFICIAL NUMBERS AND SIGNAL LETTERS.

TREASURY DEPARTMENT, BUREAU OF NAVIGATION, WASHINGTON, Jan. 25, 1886.

*To the Editor of the Marine Record:*

Following is a list of merchant vessels of the United States to which official numbers and signal letters were assigned by the Bureau of Navigation, Treasury Department, during the week ended, Jan. 23, 1886:

| Official Number. | Signal Letters. | Rig. | Name of Vessel. | Tonnage. Gross. | Tonnage. Net. | Home Port. |
|---|---|---|---|---|---|---|
| | | | SAIL VESSELS. | | | |
| 85,913 | ..... | Sc. | Gulnare, | 5.32 | 5.05 | Tampa, Fla. |
| 95,871 | ..... | Sl. | Hilda, | 9.82 | 9.33 | Galveston, Texas. |
| 140,814 | ..... | Sc. | Little Samson, | 7.08 | 6.73 | Washinton, N. C. |
| 149,815 | ..... | Sc. | Lapullia, | 6.28 | 5.97 | Apalachicola, Fla. |
| | | | STEAM VESSELS. | | | |
| 76,609 | ..... | St. s. | Josephine, | 85.89 | 42.95 | Norwalk, Conn. |
| 81,105 | ..... | St. s. | Wm. A. Cumming, | 76 17 | 40.84 | Stamford, Conn. |

JARVIS PATTEN, Commissioner of Navigation.

**SMALL STEAM YACHTS.** Steam Launches, Marine Engines and Boilers, and Propeller Wheels. Send for free Illustrated Catalogue. CHAS. P. WILLARD & CO., 282 Michigan St., CHICAGO.

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**For Sale for $4,000 Cash.**

Schooner Geo. C. Finney, class A2½, carries over 600 tons, or 20,000 bushels of wheat Her hull is in good condition; foresail and mainsail almost new, light sails in fair condition. She is laid up at Racine, where she can be inspected.
Address MARINE RECORD OFFICE.

**FOR SALE,**
New Iron Tug.

Dimensions 78 feet long, 17 feet beam, 11 feet deep; draft, 9 1-2 feet; engine, 20x20, new steel boiler 7 feet in diameter, 13 feet long, allowed 112 pounds steam. Three iron breast hooks forward, collision bulkhead forward, water tight bulkhead forward of boiler; iron coal bunkers, water tight bulkhead aft at shaft-gland, with water tight iron deck forming the floor of after cabin. Iron decks, bulwarks and deck houses; iron tow posts aft. Heavy angle iron frames, with reverse bars on alternate frames; ⅜ plate, steel floor plates; boiler, engine and bearing foundation of iron. For sale cheap

**GLOBE SHIPBUILDING CO.**
**DAVID BARNHISEL, Agent.**
DOMESTIC & STEAM COAL
Cleveland, Ohio

**FOR SALE,**
AT
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**A BIG OFFER.** To introduce them we will GIVE AWAY 1,000 Self Operating Washing-Machines If you want one send us your name, P. O and express office at once. The National Co. 2 Dey St., N. Y.


## LAKE SHORE & MICHIGAN SOUTHERN.

Commencing Sunday, Nov. 29 1885, at 12 o'clock noon the time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper.

| Eastward. | Arrive | Depart. |
|---|---|---|
| No 4, Fast Limited Express..... | *2 55 A M | *3 05 A M |
| No 8, N Y, B & A Express..... | *8 25 A M | *8 50 A M |
| No 26, Elyria Accommodation..... | *7 45 A M | ..... |
| No 24, Buffalo Ac'm via Sandusky | †10 30 A M | †10 50 A M |
| No 24, Toledo Accom via Norwalk | †10 30 A M | †10 50 A M |
| No 12, N Y & B Fast Express..... | *2 10 P M | *2 45 P M |
| No. 14, Special New York Ex ..... | ..... | 3 00 P M |
| No 2, Night Ex via Norwalk..... | 9 40 P M | †10 00 P M |
| No 22, Night Ex via Sandusky... | †9 40 P M | ..... |
| No 26, Conneaut Accommodation | †4 25 P M | ..... |

| Westward. | Arrive. | Depart. |
|---|---|---|
| No 1, Fast Limited Express..... | *12 15 A M | *12 25 A M |
| No 23, Mich Express via Sandusky | *2 15 A M | |
| No 3, Chicago Express via " .. | 6 00 A M | 6 30 A M |
| No 25, Mich Accom Norwalk..... | ..... | †6 30 A M |
| No 21, Toledo Ex via Norwalk... | †12 50 P M | †3 30 P M |
| No 5, St Louis Ex via Sandusky.. | *10 50 A M | *11 00 A M |
| No 9, Chi Pac Ex via Norwalk..... | 6 15 P M | *6 40 P M |
| No 31, Elyria ac to Elyria only... | ..... | †4 30 P M |
| No 27, Conneaut Accommodation | †8 10 A M | ..... |

Sunday train for Nottingham—Depart 8:15 a. m, and 1:45 p. m.; returning, leave Nottingham at 8:50 a. m, and 3:45 p. m.

Reference marks—* Daily, † daily, except Sunday, ‡ daily, except Monday.

A local Cleveland and New York sleeper daily on No. 12, leaving Cleveland at 2.45 p. m.; arrive Grand Central depot, New York, 10.30 a. m.

For full information as to trains and connections apply at the Union ticket office, corner Bank and Superior streets, under Mercantile Bank.

## The Nickel Plate!

NEW YORK, CHICAGO & ST. LOUIS RAILWAY.

The passenger equipment of this New Trunk Line is all new and is supplied with the latest appliances necessary to safe speedy and comfortable travel.

Trains leave and arrive at the Union Depot, Van Buren street, Chicago, and N Y, L E & W R'y depot at Buffalo.

Following is the time in effect June 28, 1885, and until further notice:

| EASTWARD. | Arrive. | Depart. |
|---|---|---|
| Buffalo Accommodation ..... | *10 40 A M | *10 45 A M |
| Chicago Accommodation..... | *9 02 P M | ..... |
| Local Freight..... | *11 45 A M | *12 15 P M |
| WESTWARD. | Arrive. | Depart. |
| Chicago Accommodation .... ..... | ..... | *6 45 A M |
| Fostoria Accommodation ..... ... | *4 46 P M | *4 51 P M |
| Local Freight..... | *12 20 P M | *12 30 P M |

ROCKY RIVER ACCOMMODATION.
Depart—*7:45 a. m., *1:35 p. m.

EUCLID ACCOMMODATION.
Depart—*6 24 a. m., *9:10 a. m,. *5:05 p. m.
*Daily except Sunday.

Through tickets to all points are on sale at principal offices of the company at LOWEST RATES for any class of tickets desired. Baggage checked to destination

For information, call on nearest agent of the Company, or address
B. F. HORNER,
Gen'l Passenger Agent,

LEWIS WILLIAMS,
General Manager. Cleveland, O.


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Practically no change of cars to the
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For low rates and any information pertaining to railway travel in general apply to CITY TICKET OFFICE, 173 SUPERIOR STREET, CLEVELAND, O.
D. JAY COLVER, Passenger Agent.
J. D. BROWN, Ticket Agent.
A. J. SMITH, General Passenger Agt.,

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# Marine Record.

**Published Every Thursday at 144 Superior Street, [Leader Building] Cleveland, O.**

A. A. POMEROY, EDITOR AND PROP'R.

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CLEVELAND, O.—G. F. Bowman, corner of Pearl and Detroit Streets.

CHICAGO, ILL.—Joseph Gray, 9 West Randolph Street.

BUFFALO, N. Y.—A. C. Brideson, Michigan Swing Bridge.

Also, Miss McCabe, Elk Street, near Ohio

DULUTH, MINN.—C. F. Johnson, 117 West Superior Street.

ESCANABA, MICH.—Wm. Godley.

Subscribers and others are respectfully invited to use the columns of the MARINE RECORD for the discussion of pertinent topics.

**ADVERTISING RATES MADE KNOWN ON APPLICATION.**

Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, OHIO, THURSDAY, FEBRUARY 4.


## *THE KEY TO LAKE NAVIGATION.*

While we do not advocate rates for transportation that will not pay carriers a good dividend, any improvement in the lake system of navigation that will lessen the difficulties sailing masters have to contend against are heartily welcomed. The improvements in mind consist in the deepening of the channels and of making many available harbors of refuge and all essentials to the assistance of carriers in making quick and safe transit with their cargoes. Chief among the improvements demanded by the Lake Superior district, and in fact, by the whole country, is the enlargement of the locks at St. Mary's Canal, and the deepening of the channels leading into Lakes Huron and Erie. As has been seen, cheap rates of transportation have kept pace with increased depth of water in the channels connecting the lakes. To more fully elaborate this fact we quote from a letter, written by Hon. Horatio Seymour, jr., late civil engineer for the State of New York, published in the Marquette Mining Journal. "These cheap rates of carrying have kept pace with the increased depth of water in the channels connecting the lakes. In 1857 the largest vessels were 600 tons, and the charge for carrying a bushel of grain from Chicago to Buffalo was 13¼c, the depth of water at this time on the St. Clair flats was only 9½ feet. In 1871 the depth on the flats was increased to 13 feet, and in 1874 it was made 16 feet, and the charge was reduced to 4c. In 1881 the lock at the Sault was finished and the charge was 3 2-10c. In 1884 it was 2 1-10c, and this last year it was 2c. The reason for this is that the cost of transportation decreases as the size of the vessel increases. This may be seen by the following table of the largest of the cargoes that vessels have been able to carry into Marquette harbor, and the rate of freights for the corresponding years:

| | Size of Cargo, Tons. | Rate of Freight, Per Ton. |
|---|---|---|
| 1881 | 1,362 | $2 33 |
| 1882 | 1,538 | 1 65 |
| 1883 | 2,343 | 1 22 |
| 1884* | 2,107 | 1 12 |
| 1885 | 2,405 | 1 05 |

*Water one foot low at the Sault.

The saving to the port of Marquette by the deepening of the water at the Sault was $3,763,401.65 on the ore business that was done between the years 1882 and 1885. This would more than pay the cost of the work on the St. Mary's River.

England, France, Germany, and Russia are making every effort to take our trade from us. England is spending $50,000,000 to improve the facilities for transporting grain in India. France is expending $200,000,000 on canals, Russia is building a ship canal from the Baltic to the German Ocean at a cost of $40,000,000, and Germany is spending great sums to improve her waterways.

"We will lose our supremacy in foreign markets unless we can cheapen and facilitate transportation, and we can do this by deepening the channels and allowing larger vessels to navigate our lakes. The aim of the government is to make twenty-one feet of water between Lake Superior and Lake Huron and across the St. Clair Flats, and in the Detroit River; that this would cheapen transportation all who have studied the question of lake traffic agree. The vessels could be run with about the same crew and fuel, and could travel when the present boats are forced to seek protection from storms. It is proposed to commence this work at the Sault, because the only lock on the channels between the lakes is there and it will take eight years to complete the work. Besides the benefit that would accrue to the whole country from this improvement, there are many in addition that would be gained by the cities lying on the shores of the lakes.

"The great advantage that all the cities on the lakes possess is the facility for cheap transportation which the waterways afford, acting as a check upon the charges of railroads, both in winter and summer, and enabling manufacturers to place their products in the hands of the farmers at a low cost.

"Whoever examines the wonderful progress of this country, will see that it is due to cheap transportation. Our exports of manufactures in the decade ending 1860, averaged $39,000,000 per annum; in the decade ending 1879 they averaged about $60,000,000; and for that ending in the year 1880 the average was $124,000,000; while in 1881 our exports amounted to $170,000,000; in 1882 they reached $187,000,000, and in 1883 they were $188,000,000.

"While the value of our export of domestic agriculture in 1860 was $256,560,672, in 1870 it was $361,188,483, in 1880 it was $685,961,000, in 1881 it was $730,000,000, in 1882 it was $552,219,819, and in 1883 it was $619,269,448; showing that the United States, beyond question, is a grain producing country, and if we maintain our commercial prosperity, we must do all we can to facilitate this industry. If it were not for cheap transportation we could not compete in the markets of the world with our products. India, Australia, and Russia are strong competitors for the grain traffic. These three countries together prodnce nearly twice as much grain as the United States, and with as cheap transportation would have advantages over us in the markets of the world.

"The growth of our immense foreign trade has had a marked effect on the prosperity of our country. The balance of trade has been turned in our favor; instead of purchasing foreign merchandise and being forced to export gold to pay our debts, we have been able to sell in foreign markets more than we bought, and gold has come to our shores to pay for the grain we have sold. We have become by the business of exporting food products the creditor of the old world instead of its debtor; this has benefited all classes of our citizens and brought thousands of emigrants to our shores. That the bulk of this foreign exportation was raised west of the region of the great lakes is a condition of things that has been no injury to territory lying further east; on the contrary, it has been an advantage. No one now looks for Genesee Valley wheat in the market, but the farmers of that section of New York State are no less prosperous. Their attention has been turned to other classes of agriculture.

"The country is gradually separating itself into districts devoted to a particular kind of business. The West produces wheat, corn, and cattle, and the East no longer raises the great bulk of the food that it consumes. Instead, it finds more profit in producing such manufactures as are suitable for the use of the West, and exchange these for bread and meat.

"The commercial activity, which is a result of sending grain and cattle from the far West to the East or to Europe, and the shipment of coal and manufactured articles to the West, has created prosperity from one end of our land to the other. Railroads have done a paying business, and the lake fleet has been actively and profitably employed.

"This state of things has been brought about by cheap transportation. At one time last year grain was carried from Duluth to Buffalo for 1½c a bushel, and a ton of coal was carried from Buffalo to Duluth for 68 cents. (But they are not paying rates.) The average lake freight from Chicago to Buffalo for 1885 was 2c a bushel on wheat.

"Colonel Poe estimates that the commerce going through the lock at the Sault is worth $53,413,472, except the grain; this represents the value of the local business that is done by water between points on Lake Superior, and such places as Detroit, Chicago, Toledo, Cleveland, and Buffalo. The most valuable of it is the unclassified freight, (which I think is under-estimated), which consists of valuable merchandise that is sold by the merchants of the cities I have named to the people residing on the upper lake. Is it not for the interest of those cities to build up and increase the business?

"The freight charges from Escanaba to Cleveland have always ruled lower by about 25c than from Marquette. This is because of the delay and danger of passing the Sault, the key to lake navigation. The channel between Lake Huron and Lake Superior, both above and below the lock, cannot be run in the night; the result is that all vessels not reaching the lock from either direction about noon must tie up until next day. If the lock should be injured in any way the whole traffic of Lake Superior would be stopped, or so much of the cargoes would have to be taken off as would allow the boats to pass the old locks. This would prostrate business.

"The Lake Superior region is developing new iron centers at three different places; there is a vast body of lumber that must be floated through to the lower lake markets, and in a short time the bulk of the wheat from the Northwest must be loaded at Duluth. Will the lower lake ports hinder this development? Will they check the growth of a region that puts millions of dollars into their pockets every year?

"The government has expended $28,262,237 for the past ten years upon the Mississippi River, and but $4,000,000 on the channels between the lakes, including the St. Clair Flats ship canal and the Detroit River, although the business through the lakes has been vastly greater than that upon the Mississippi River. The reason for this is that all the States lying upon its waters, have made a persistent, united effort to develop that waterway. Those lying on the shores of the great lakes should do likewise."

## *CHICAGO LAKE FRONT.*

The navigation interests of Chicago demand close and unremitting attention to the protection of her lake front, from the encroachments of the aggressive railroads. The recent ordinances of the council of that city in closing the draws of many of the bridges against navigation during certain hours of the day is an evidence that the outer harbor must soon be put in condition for more general use. But how can that be done if the federal and city government pay so little attention to the squatter sovereignty system of the railroad lines? The question of the rights of either state or federal officials to control these depredations has been much discussed and effort was made to discover whether the jurisdiction of control, if any, lies with the Secretary of War, or of the Treasury. The authority not having been located nothing has been done to protect the public rights. Under these circumstances it would be, to our mind, the proper thing for the government to restrain the railroads from further encroachments and seek the proper restraining authority in the sweet by-and-by. It is the opinion that the state and city governments could have interposed at any time to stop the encroaching work of the railroads, and surprise is expressed by representatives of eastern maritime cities that it has not been done. There no corporation is allowed to put a stone in the water front, if thereby navigation would be impeded or public control of dock privileges lost, a measure that is enforced by the policy of such cities.

While this same question was being agitated in Buffalo last year, the United States engineer, stationed at that port, assumed the jurisdiction and enjoined the Lackawanna road from further encroachment on the harbor privileges. His action was sustained by the government. A complaint of a like nature, made by citizens of Chicago, that a railroad company is absorbing the entire lake front with a girdle of tracks and private docks, and by filling up the harbor is not only impeding navigation but impairing the rights of the city, all working together for permanent injury, on the theory that possession is nine parts of the law, should prompt the United States engineer to adopt the same course at Chicago. Vigorous action on the part of the government is demanded for the protection of its ward—navigation—and it is to be hoped that the problem will soon be solved, the rights of navigation upheld, and the railroad corporations turned back upon themselves.

## *A SIGN OF OLDEN TIMES.*

A measure for thebuild ing and equipment of a mammoth passenger and freight steamer is under consideration by several of the representative men of the passenger traffic of the lakes. The move has a tendency to remind lake men of the good old times before railroad rate wars ruined the business of that trade. Many of the older class of lake captains remember the palatial and magnificent steamers which plied between this city and Buffalo, and the traveling public remember with pleasure the relief they had in those days from the heat, smoke and dust of a railroad passage by a cool and exhilarating voyage on one of the old time passenger steamers.

The project in question is the building of two passenger steamers of steel, 400 feet in length, with 50 feet breadth of beam, mentioned in the RECORD last fall, to ply between Toledo, Cleveland and Buffalo, each to have twin screws and engines, capable of driving them twenty miles per hour. Captain G. W. Stoddard is now in this city in this interest, and before he completes his mission Buffalo and other ports will be visited with a view of inviting vessel men of enterprising views to subscribe to the stock of a company to be formed. The plan is to fit these monster vessels with luxurious cabins and accommodations for a very large number of passengers, while no freight is to be carried except such as can be taken on deck. Stops are to be made at this city and Put-in-Bay, and, perhaps, at Erie, and daily trips are contemplated, with close connection between the steamers and prominent railroads. The result of the establishment of such a line of steamships could not fail to stimulate public interest in the great lakes as highways of travel, and draw visitors from inland sections to the Lake Erie ports, and to none more than to Cleveland. The population of the lake region is becoming so great, and the number of those who have leisure and means to travel for pleasure is so much larger than it was a few years ago that a line of elegant passenger steamers plying between Toledo and Buffalo ought to receive a liberal patronage from this source alone, and there is no reason why the lake should not be more used by those who travel for business, and to whom a night or day on the water with its freedom from dirt and heat might well be an acceptable change after dusty and hot summer rides by rail. Some day the magnificent body of water which lies at Cleveland's feet will be much better appreciated than it ever has been in the past, and if the new steamship line operates, as it must, to hasten the coming of that time it will do this and other cities on the line, good service.

The Saginaw Courier publishes its annual detailed review of the lumber products of Michigan, indicating that this State still heads the lumbering industry. In 1880, the census showed 1,649 establishments, giving employment to 30,886 persons, with a total invested capital of $39,260,428, and producing $52,449,928 The Courier's figures show 2,952,861,159 feet of lumber cut during the year, and there was on hand at the close of the year 1,098,526,397. During the same time the cut of shingles was 2,390,156,500 For the coming season prospects are bright and operators hopeful

## OBITUARY.

On Monday morning another of our retired mariners crossed the dark gulf. Captain Henry W. Hackett, at his home in Amherstburgh, at the age of 54 years and 5 months. His father, the late Captain James Hackett, who died at Malden in 1873, at the age of 86, was one of the early lake pioneers, dating back to 1816. He made a trip to the Sault in the full rigged brig Wellington, in 1817, having in tow the schooner Axmouth, a vessel of about 30 tons, which was hauled over the Portage and launched in Lake Superior for the Northwest Fur Company, and was the first vessel ever taken over the Portage. The old gentleman followed the lakes for many years and was finally appointed lighthouse keeper on Bois Blanc island, at the mouth of Detroit river, which was and has been ever since, one of the best lights on the lakes.

Captain Henry Hackett was a brother of the late Captain R. J. Hackett, who died in Detroit in March, 1879, both of whom for many years followed the lakes and were masters of vessels. They were instrumental in the building of tugs and steamers, among which may be mentioned the tugs E. M. Peck, W. B. Castle, and Metamore. In these undertakings they were more or less associated with L. M. Coe and E. M. Peck, of Cleveland.

The most eventful incident of Captain Henry Hackett's life was in 1854, which year he commanded the schooner Conductor. In November of that year she stranded and was wrecked a few rods from the shore at Long Point Cut, during a pitiless and icy storm. The vessel sunk beneath the waters with nothing but her spars visible, and the crew clinging to the rigging. In this terrible dilemma they were seen from the shore by Mrs. Abigail Becker, a perfect giantess, the wife of a trapper, who lived in a temporary shanty near the shore. She gave the signal to the perishing crew and waded out into the icy lake, and as they, one by one, dropped, she dragged each to the land and soon had them all in her cabin and made comfortable. For this noble act of bravery she was awarded a home near Port Rowan, Canada, by the Humane Society at Buffalo, beside money which she is now enjoying at her quiet home.

[*Around the Lakes Continued from 1st Page.*]

DETROIT.

*Special to the Marine Record.*

Detroit, Feb. 2.—The week just closed has in many respects been a somewhat eventful one, with slight indications of activity among shipowners, shipyards, and shipbrokers, the most notable of which is a contract the Detroit Dry Dock Company has just entered into with Eddy Bros., of Bay City, for the construction of a wooden steamship of mammoth proportions, which in size will be larger than the one the company have now under way, and seven feet longer. The dimensions of this new vessel are given as follows: Length over all, 270 feet; beam, 37 feet 6 inches, with 23 feet depth of hold. Her machinery will consist of a fore and aft compound engine, 27 and 44x40, with two boilers of 5/8 steel. 9 feet 6 inches shell, and 14 feet long, with a pressure of 108 pounds to the square inch. It is estimated that this huge craft will carry 2,000 tons of cargo drawing not more than 15 feet 6 inches, and her cost will be in the neighborhood of $1?0,000. It is contemplated she will be ready for service about the middle of July next. She will have in her get up all the latest modern improvement and of superior strength in build, and in this respect will have steel stringers under her beams, connected with a steel band 18 inches in width, to which the diagonal strapping will be riveted, the latter to be 4½ x⅝ inches. The work of building this leviathan will be commenced without delay, and will require an extra force of men.

An admiralty decision of unusual long standing has just been rendered in the United States District Court, this city, the details of which are about as follows: On the night of September 28, 1883, the tug J. P. Clark, owned and commanded by Captain Daniel G. Meisel, of this city, was bound down from Bay City, having in tow the barges William Treat and Seminole, and while on Lake Huron a heavy storm arose. When off Sand Beach the tow line parted, and owing to the severity of the storm the tug was obliged to seek refuge in that harbor. In the meantime the William Treat lost her rudder and drifted over to the Canada shore, where she became a total wreck at or near Port Albert, and her cargo of lumber became a total loss. The day following the tug started out to find her tow, and succeeded in getting the Seminole, and towed her into the St. Clair River, but saw nothing of the Treat after diligent search. Captain Meisel was informed by a reporter at Port Huron that the Treat had passed down in tow of the steambarge George King, with her deckload gone. Being thus informed he proceeded on his voyage with the Seminole. The owner of the Treat libelled the tug for the loss of his vessel in the sum of $4,500, and value of the cargo, $6,200. Judge Brown decided that the tug was not in fault. On the contrary she had used due diligence toward her rescue, and in this decision he was assisted by Captains James Miller and Joseph Nicholson, who occupied seats on either side of him, The Treat was owned by William McKay, of Bay City.

An order has been given by the United States District Court in this city for the sale of Murphy's tugs, to take place on February 17 and 18. The fleet and their liabilities are as follows: The tug Kate Williams has pending over her 29 libels, aggregating $5,535.37; tug Gladiator, 31 libels, amounting to $7,412 30; tug William A. Moore, 8 libels, $3,783.29; tug Andrew J. Smith, 6 libels, $2,090.48; schooner Gerritt Smith, 11 libels, $1,313.79; and schooner Harvey Bissell, 8 libels, $3,012.66, making a sum total of $23,147.89. The Kate Williams is 123 tons burden, and has been 24 years in service; the Gladiator, 220 tons and 15 years; the William A. Moore, 212 tons and 21 years; A. J. Smith, 226 tons and 10 years; Gerritt Smith, 254 tons and 31 years; Harvey Bissell, 496 tons and 20 years.

The steamer Milton D. Ward, late of the Star Line, was sold the other day by the sheriff in this city, and brought $6,060, subject to other claims, amounting to about $3,500. The sale was under a mortgage, and John Bell, of this city, the purchaser.

The steambarge Thomas Christie was sold a day or two since to Wallace & Cunningham, of Detroit, for $40,000. The same parties have also purchased the schooner H. A. Kent from William Jones, of Black River, for $22,500. The latter will be towed by the Christie. The Christie came out new last season. The Kent is 771 tons burden, and was built at Detroit by Captain J. M. Jones in 1873.

The tug Champion, of Capt. Grummond's fleet, is having her boiler raised and moved further forward, and will have a new bottom. Her upper works will also be reconstructed and improved upon. The steamer Atlantic, owned by the same house, is having new cylinder and new bed timbers, with other necessary improvements.

The engine and boiler formerly in the steamer Island Bell, which was burned last season, will be placed in the new barge Nellie. She will be ready for service about May 1, and will ply as a freight and passenger boat between Detroit and Mount Clemens.

The light ship J. W. Dunscombe, which for some time past has been stationed by the Canadian Government some distance below Malden, has been ordered sold, as she is no longer required, the United States Government having erected a lighthouse at Bar Point.

The decision in the recent Lansdowne and Clarion case has been appealed from the United States District Court to the United States Circuit in this city.

The Detroit River is lower this winter than has been known for the past ten years and four feet lower than last fall.

Captain Alex. Ruelle's harbor tugs have been in constant readiness for all calls the entire winter. Yesterday the tug J. S. Miner, of that line, was snorting along the river on some important mission.

The schooner Ferrett, Captain Mapes, has changed her winter quarters to further down the river, to make room for some dock improvements.

Mr. Richardson, of H. J. Webb & Co., shipowners and shipbrokers, of Cleveland, was in this city on Saturday.

Captain James Draper, a veteran lake mariner, retired at Toledo, was also a caller here on Saturday. He has attained the age of 63, and looks good for half as many more years without going into dock for reconstruction.

Captain Alex. McDougall, shipbroker in far off Duluth, was quite a recent visitor.

Captain J. Pringle, of Marine City, hove too here for a few hours on Saturday, and bore away for Cleveland.

Thomas Walsh, of Adams & Walsh, was here for a few hours on Monday.

Captain Green, of Chicago, has just left here homeward bound with the wind close haul.

Captain H. Humphrey, who recently purchased the schooner Seaman was given the wrong initials to his name, which should be righted. It is here, M. W. instead of G. W.

J. P. Donaldson, Esq., of the well known ship chandler firm in this city, has been absent in Central California since last November, and does not expect to return until warm weather. He has been in delicate health for some time past.

Mrs. Cunningham, wife of Captain Edward Cunningham, who has been in delicate health for some time past, made a desperate effort to destroy herself on Saturday evening, and in the attempt a revolver was resorted to, firing two shots, neither of which had the desired result. The captain, who was near at hand, put her in her bedroom, where she partook of some poisonous drug, from which she narrowly escaped death, but the immediate attendance of a physician, who pumped her out, saved her.

Captain James Van Cleve, a veteran retired steamboat master, whose residence the past few years has been at Sandwich, opposite Detroit, met with a sad bereavement on Wednesday morning by the death of his wife, after a long illness, at the age of 64 years. She was the daugter of Major Barton Lewiston, New York. Mrs. Van Cleve was a lady of rare excellence and foremost in all good works, besides being held in the highest regard by all her acquaintances. There are many who deeply sympathize with the captain in his irreparable loss. HALL.

ASHTABULA HARBOR.

*Special to the Marine Record.*

A. Laird, shipbuilder, is building a steam yacht for himself and W. S. McKinnon as a pleasure yacht, to run between Ashtabula Harbor and Woodland Beach. The Park will be much improved this summer.

It is reported that Captain George Fields will have a new tug this season, to be built in Buffalo.

The ore has about disappeared from the docks, as it has been going at the rate of 150 cars per day. There is none at all on the Lake Shore side.

J. P. Devney, shipbuilder, is gathering in a good supply of ship timber.

McKinnon Brothers have turned out an engine for Fargo Brothers.

Soundings and surveys are being made for a new bridge, to be put across the river, from the Lake Side House to the flats.

The cribwork put in last season, has been washed away on account of lack of funds to complete the work.

J. P. Manning, superintendent on the Lake shore side, has gone on a visit to Ireland. B.

BAY CITY.

*Special to the Marine Record.*

A walk around the drydocks and shipyards of Bay City discloses the fact that there is one class of people in the Saginaw Valley who are driven with their work; have more orders ahead than they know what to do with; so much so that an order for a first class steambarge of about 270 foot keel, for the Eddy Brothers, of Bay City, had to go a begging and was placed at Detroit with the Detroit Drydock Company. They are the same parties who built the large schooner barge John Shaw at Captain James Davidson's shipyard last summer which was finished about the close of navigation, but did not make a trip.

Captain Riley Burlington and others have purchased the steambarge Burlington of Port Huron parties for $9,000. She will go in the lumber trade under command of Captain Riley Burlington.

Captain Armstrong has sold an interest in his fire tugs James Hay, C. Lee, D. Sutton, and Handy Boy to Douglass Scott, of Capac. He keeps the tug Farrar.

Captain Joseph Gordon has returned from Buffalo where he has been to look after the J. P. Donaldson and tow. He is putting steel arches, 20 inches wide and ⅝ inches thick, in the Donaldson, and other repairs to the amount of about $2,000.

E. J. Vance is getting a new boiler for his steambarge Burton. The work is being done at the Variety Iron Works, Cleveland.

At the Bay City shipyard the work on the steambarge Mills is nearing completion. The stanchions are all in, outside plank on part of plank sheer, etc., etc. They have not commenced work yet on the other barges.

At Wheeler's yard Hawgood & Avery's barge has the ceiling about one-half in, the floor all in and have started the outside planking. On the Ward's line barge the keel is all out and most of the keel blocks in place. In the repair department work is progressing finely.

Up at Captain James Davidson's yard the tug is about completed, and the work on the log boat, noticed last week, is being pushed as rapidly as possible.

Talking about log boats, they have one about completed up at Alpena. She is built out of one of the condemned car ferrys of Detroit. They say she is about 300 feet long and 50 foot beam and will carry most of her cargo in the hold; will load with an endless chain, similar to those used in sawmills. They won't want any sailors in a year or two. They will have to have machinists, and experts at that. With their patent steam windlasses, patent steam capstans, and steam gear to load with, the old fashioned sailor will be of no use but to spit on the stove and spin old fashioned yarns.

Repairs on the steamers Arundel and Metropolis, of Captains Cole & Holt's line, are about finished. Work will now be commenced on the steamer Dove.

Following is a list of appointments for the coming season:

Joseph Gordon's fleet.—Steambarge Jas. P. Donaldson, Captain C. H. Marsden; tow barge Nellie Mason, Captain John Allen; towbarge Brightie, Captain Wallace Allen.

Hollywood & Sharp fleet.—Barge A. W. Wright, Captain Walter Hazen; barge Taylor, Captain J. Heron; tug Chaney, Captain George King.

McLean & Bridge's fleet.—Steambarge D. W. Powers, Captain D. Bowie, engineer, Ed Stone; barge McDougall, Captain Pat Bowen; barge B. B. Buckout, Captain Wm. Paterson; barge Sunshine, Captain Tom Jean.

Dr. Parker's fleet.—Steambarge D. F. Rose, Captain Cas Saph; barge Boscobel, Captain H. Sours; barge Marine City, Captain Wm. Payne; barge Racine, Captain J. Powers.

Barge Gebhart, Captain Sol Foster; barge C. H. Davis, Captain Haskins; barge Antelope, Captain J. McKay; barge F. G. Lester, Captain Lester. Steambarge Geo. King, Captain Shackett; barge C. L. Young, Captain N. Blair.

Captain H. Bennett will command the steambarge Benton.

Steambarge Kitty Forbes, Captain D. Buie. She has a season charter from Two Harbors. G.

FRANKFORT.

*Special to the Marine Record*

Tug D. P. Hall has been engaged in fishing all winter, but owing to the drifting ice and small catch, discontinued and went into winter quarters on the 28th.

Fields of drift ice have gathered on Lake Michigan. They were first noticed Saturday, January 23.

The fishermen are filling their ice houses. The ice crop is of poor quality, being mixed with snow and slush of a foot in thickness.

The small propeller George D. Sanford is still running on the Lake Shore route to Manistee and intermediate ports. She will make one more trip and then go into ordinary.

The steam ferry Sharley Butler is laid up in Ludington harbor. Amos Shaw has sold the one-half interest to I. W. Gaines, consideration $400. She will be stationed at Ludington next season.

The schooner Michicott is laid up at Onekama, Portage lake, where her captain is buying up cargoes of wood and lumber to keep her running next season.

The Frankfort life saving station, under course of construction and nearly completed, caught fire and was burned down on Saturday evening, January 30. It is a total loss. No cause of how the fire started can be ascertained, as no stoves were in the building. About $4,300 had been expended on the structure, but for over a month no work has been done on it. J. C. McGowan, of Washington, D. C., is the contractor. It was covered by a $2,000 policy in the Michigan Fire and Marine and $1,400 in the Germania, of New York. The building was to have been completed and turned over to the United States Government about the last of March.

BURMEISTER.

TOLEDO.

*Special to the Marine Record.*

Captain D. B. Millen, of Detroit, and Captain McDougall, of Buffalo, spent Saturday in Toledo.

Tug J. H. Stevens still lies sunk in Finley's slip, where she went down ten days ago.

Captain Durand is giving the schooner Anna P. Grover a thorough overhauling in Swan Creek; new rail, plank sheer, stanchions and part new decks.

Captain George McLeod, of Buffalo, was here last week inspecting vessels.

Mrs. John Navaugh, wife of the late Captain John Navaugh, a well known tug man of this city, died Friday evening. Captain Navaugh was buried two years ago.

Captain G. W. Stoddard expects to leave this week for Cleveland and Buffalo to get additional stock to build his two new passenger steamers that are to ply between Toledo and Buffalo. J.

A CORRESPONDENT, writing to the Port Huron Commercial, says: "It seems there is some misunderstanding as to what occurred in Detroit in the matter of the petition of the Tawas & Toledo Transportation Company, for limitation of its liability to the value of the tow barge H. F. Church. There was nothing decided at Detroit in that matter except that the Tawas & Toledo Transportation Company was entitled to that proceeding without any further hearing. The liability of that company is not yet limited to the value of the H. F. Church, and will not be until after testimony is taken before Judge Harris and his report is submitted to Judge Brown, at the next session of his court here in the United States court room in the custom house. Judge Brown may then decide that the liability of that company shall not be limited to the Church. But whatever Judge Brown decides in the matter will not affect the claim of the city against the Port Huron Transportation Company, the owner of the Burlington, which was equally to blame for the injury to the bridge."

Nicholas Morgan, an old lake captain and resident of Chicago, died at his home last week. He had been sick for some time and on account of ill health was unable to sail last season. He was at one time a captain in the Ellsworth Zouaves. He was an old resident of Chicago, and was well known on the lakes.

TO PROVE that L. Katzenstein & Co.'s packing has a world wide reputation and is the best, we will say that they have an order to furnish metallic packing for the triple compound, expanding engines, 8,000 horse power, of the three new ships building at Glasgow, Scotland, for the North German Lloyd Steamship Company.

The Neafie & Levy Shipbuilding Company will to day lay the keel for an iron passenger steamer to run on the Hudson river. Negotiations are pending with the same firm to build a powerful tug for service on Lake Champlain.

J. D. SPRECKELS, the president of the Oceanic Steamship Company, left San Francisco a few days since, for the east, to let a contract for a $600,000 steamship to be used on the mail line between that city and Australia.

*GEORGE E. HALLADAY.*
**Attorney and Proctor in Admiralty.**
**Marine Business Promptly Attended To.**
**OFFICE 21 BUHL BLOCK, DETROIT, MICHIGAN.**

## HISTORY OF LAKE NAVIGATION.

BY J. W. HALL.

*Written for the Marine Record:*

### CHAPTER LV.

A panic struck the lake region in 1857 among commercial interests which was foreseen late in the previous season, but which had now become fully developed, and it may be stated was largely influential in inaugurating the lake and European trade. Vessels in large numbers were laid up at the various ports, freights down to the lowest margin, owners gloomy, and everything short of first or second class was without a calling. Two or three vessels had started out on European voyages and reported to have made fair returns. This was sufficient inducement for others to venture the experiment which was accordingly followed out. Some reached the European coast of the Atlantic and remained there for a time coasting, having become satisfied that there was no encouragement to return and repeat the venture, and thus the season of 1857 continued until its close.

The season opened at Buffalo April 27, the propeller Comet being the first boat to leave, and the Straits of Mackinaw were open May 1, the steamer Lady Elgin the first through, going west.

The most deplorable disaster of the season was the destruction of the steamer Montreal by fire on the River St. Lawrence, and the loss of two hundred and sixty-four lives. She was valued at $41,000, and was comparatively a new boat.

In the month of September the propeller Louisville, of 366 tons, with a valuable cargo, took fire on Lake Michigan, and was totally destroyed, fortunately without the loss of life. She had been in service five years, and plied between the lower and the upper lakes.

In the month of October the propeller Republic was burned at Sandusky, and proved a total loss. She was 460 tons burden, and was nine years old. She was brought out by the Messrs. Winslow, and was first sailed by Captain B. G. Sweet, and at the time of her loss by Captain C. H. Ludlow.

The steamer J. C. Morrison was burned on Lake Simcoe, involving a loss of $50,000.

The steamer Free Trader was burned at Port Stanley with a loss of $23,000.

The barque C. J. Kershaw, Captain D. C. Pierce, took on a cargo of staves at Detroit and departed for Liverpool, which event was duly celebrated in a convivial way July 22, on her leave taking. The schooner Maderia Pet, which came over from Europe, also loaded with staves at Detroit, and took leave August 10. These were the only departures for Europe in 1857.

The three mammoth steamers Western World, Plymouth Rock, and Mississippi, which, for three seasons plied between Buffalo and Detroit, on the north shore, were not commissioned this season, but were laid by at Detroit until the latter part of the year when they were towed to Buffalo, their engines removed, and then taken to New York city. The Western World's engine was placed in a new steamship named the Fire Queen, and the Mississippi's engine in the steamship Guiding Star. The large steamers, City of Buffalo, Crescent City, Queen of the West, Southern Michigan, and St. Lawrence, which plied along the south shore of Lake Erie, were also discontinued and thrown out of service. The City of Buffalo's engine was placed in the steamship Moro Castle, at New York, the Queen of the West's in the steamship Evening Star, the Crescent City's in the steamship Morning Star, the St. Lawrence engine in the steamship Fohkian, and the Southern Michigan's was shipped to the North river. All of the above steamers were comparatively new and consequently short lived. The through railroad lines were the cause of their removal, and it may be doubted if they ever earned enough to pay for their original cost. Of those who commanded them but one, Captain L. B. Goldsmith, is now living. Captain W. T. Pease died at Buffalo in 1876, aged 73, at which time he was the senior steamboat man on the lakes. Captain D. H. McBride, who commenced a sailor life in 1830, and was one of those who commanded one of the above steamers, died at Milwaukee in 1871 at the age of 52. Captain S. G. Langley, who commanded the Mississippi one season, died at St. Joseph, Mich., in 1870, aged 63. Morris Hazard, who also commanded the Mississippi for a season, died at Buffalo in 1869, aged 71. Captain George E. Willoughby, who sailed the steamer Plymouth Rock when she first came out, died at Quebec, Canada, in 1862, at the age of 42. Captain A. D. Perkins, who commanded the Southern Michigan, died at Monroe, Mich., in 1882, at the age of 68. Captain L. H. Cotton, who one season sailed the Western World, died in Arkansas, in 1878, aged 74. Captain I. T. Pheatt, who commanded the Northern Indiana, died at Toledo in 1859, aged 66. In taking a retrospective view of these departed veterans, except in one instance, they died young; yet in those days of steamboating, captains lived fast and died early.

The ship City of Toronto sailed for Liverpool from Toronto, with staves, and the bark Reindeer for the same destination, during August, with a like cargo.

In November the propeller City of Superior, of 700 tons burden, which came out new in 1857, and was commanded by Captain John Spaulding, was wrecked at Eagle Harbor, Lake Superior, after three months' service. The loss thus involved amounted to $47,000, and not even a vestige was saved.

The number and valuation of steam engines lost on the lakes, up to 1857, was estimated at $8,000,000; none were recovered.

The board of supervising inspectors held their annual meeting in Louisville this year, and adjourned to meet at Buffalo the year following.

There were several breaks in the Erie canal, which delayed traffic on that thoroughfare from eight to ten days.

A lock gave way on the Welland canal which caused a detention to vessels for ten days.

The schooner D. R. Martin, with a cargo of 19,000 bushels of wheat, sailed from Chicago for Buffalo, and after discharging, went to Cleveland, accomplishing the whole distance inside of eight days. She was built at Cleveland the same season by Quayle & Martin for R. H. Harman, and is still in service on Lake Michigan.

Among the new vessels this season was the St. Albans, brought out by Captain W. B. Scott, who sailed her until 1860, when she was taken to Boston, Mass., with a cargo of black walnut lumber. She was sold at Boston and made a trip to Vera Cruz with ice, lumber and cattle, and she then sailed for London with a cargo of timber. Captain Fuller, her owner, then took command of her, and made a voyage from London to the East Indies, where she went into the coasting trade. After the St. Albans was sold Captain Scott returned to the lakes and is now in the marine insurance business in Cleveland. He commenced sailing as master in 1849 in the Alpha, after which he brought out and sailed many good vessels, among which were the Burlington, Cumberland, Kosciusko, Twin Brothers, Colonel Ellsworth, B. Lafrinier, and in 1863 he had built and brought out, as owner, the R. G. Gibbs, which he sailed until 1864, when he retired from the lakes. In 1866 he and David Bell built the tugs S. S. Coe, and W. B. Scott at Buffalo. Captain Scott was manager of the marine department of the Clevelaud Insurance Company until the great Chicago fire of 1872, after which he went into the insurance business on his own account.

The tug N. P. Sprague, with a tow of vessels, while passing down the Detroit river, in November, exploded and nine lives were lost. The barque Sunshine, one of the tow, had on board 19,350 bushels of wheat, consigned to Hoyt & Bentley, which was badly damaged, yet her cargo was uninjured. Her damages reached $3,000. The other vessels in the tow were unharmed.

Some of the steamer appointments in 1857 were as follows:

—Steamer Arrow, Captain Wm. Caverly, Detroit and Port Huron.
—Steamer Forester, Captain Gib Dumont, Detroit and Port Huron.
—Steamer Pearl, Captain J. A. Sloan, Detroit and Malden.
—Steamer Ariel, Captain S. F. Atwood, Detroit and New Baltimore.
—Steamer Michigan, Captain A. Stewart, Lake Superior route.
—Steamer City of Cleveland, Captain J. M. Lundy, Detroit and Cleveland.
—Steamer Collinwood, Captain Thos. Kidd, Detroit and Goderich.
—Steamer Islander, Captain J. W. Steinhoff, Detroit and Chatham.
—Steamer Bay City, Captain J. W. Keith, Detroit and Sandusky.
—Steamer Forest Queen, Captain G. H. Cotterell, Detroit and Saginaw.
Propeller Portsmouth, Captain R. McKniff, Buffalo and Detroit.
Propeller Granite State, Captain Chapman, Detroit and Ogdensburg.
Propeller Mt. Vernon, Captain Bennett, Buffalo and Detroit.
Propeller Mary Stewart, Captain Doyle, Buffalo and Detroit.
Propeller Hercules, Captain J. C. Sullivan, Detroit and Dresden.
Propeller Napoleon, Captain Thos. Neal, Detroit and Lake Huron.
Propeller Globe, Captain Hall, Detroit and Buffalo.
Propeller Manhattan, Captain Ripley, Lake Superior route.
Propeller Iron City, Captain J. E. Turner, Lake Superior route.
Propeller City of Superior, Captain J. Spalding, Lake Superior route.
Pollywog, Geo. Moffatt, Captain Twitchell, Detroit and Montreal.

Vessels which passed out of existence in 1857, beside those enumerated in the foregoing were as follows:

Steamer Reindeer, wrecked at Point au Sable, Lake Michigan, with twenty-three lives, $23,500.

Steamer Louisiana, wrecked at Port Burwell, $10,000.

Propeller Inkerman, exploded at Toronto and three lives were lost, $21,000.

Propeller Oliver Cromwell, sunk by the schooner Jessie in the Straits. She was raised fifteen years afterward and is now in commission, $32,000.

Propeller Napoleon, lost at Sangren, Lake Huron, $5,000.

Propeller St. Nicholas, wrecked at Sleeping Bear, Lake Michigan, $25,500.

Barque Empire, wrecked at Marble Head, with eleven lives lost, $12,000.

Barque Peerless, wrecked at Dunkirk, $10,000.

Barque Oliver Lee, wrecked in Straits of Mackinaw, $25,000.

Barque Great West, lost at Sleeping Bear, $16,000.

Brig David Smart, wrecked near Chicago, with loss of seven lives, $3,000.

Brig Iceberg, foundered with all hands, in Lake Ontario, seven lives lost, $6 450.

Brig J. R. Giddings, lost on Lake Michigan, $3,000.

Brig Jas. McBride, lost near Sleeping Bear, $4,000.

Brig H. G. Stambach, wrecked at North Manitou, $3,500.

Brig Constellation, lost on Lake Michigan, $9,800.

Schooner Wide Awake, wrecked near Oswego, $16,000.

Schooner Belle Atkins, lost near same place, $4,000.

Schooner George Hanson, lost on Lake Michigan, with four lives, $3,500.

Schooner Emily, foundered in Lake Michigan, with loss of five lives, $3,000.

Schooner Temperance, wrecked at Racine, $3,000.

Schooner Cataract, sunk by propeller Kentucky in Lake Erie, $22,000.

Schooner North Star, sunk by propeller Ontonagon in Lake Huron, $15,000.

Schooner Elizabeth, sunk in Lake Ontario, $6,000.

Schooner Sarah A. Green, wrecked at Dunkirk, $4,000.

Schooner Everett, wrecked at Port Burwell, $5,000.

Schooner Dahlia, wrecked on Hat Island, Lake Erie $5,000.

Schooner Isaac Buchanan, burned at Port Stanley, $6,000.

Schooner Leander, lost in Mackinaw Straits, $15,000.

Schooner Flying Cloud, wrecked near Chicago and seven lives lost, $11,000.

Schooner Antelope, lost near St. Joseph, with five lives, $18,200.

Schooner Europa, lost on Lake Ontario, $24,000.

Schooner Lark, lost on Lake Michigan, $13,800.

Schooner Radiant, foundered in Lake Erie and ten lives lost, $20,000.

Schooner Mars, lost near Port Washington with four lives, $5,000.

Schooner Welland, lost in Lake Michigan, with eight lives, $6,000.

Schooner Oriental, wrecked on Lake Ontario, $7,000.

Schooner Kossuth, wrecked near Chicago, $9,450.

Schooner Forest, lost near Goderich, Lake Huron, $4,000.

Schooner Brilliant, lost near Sheboygan, $6,000.

Total loss on hull and cargo in 1857, $1,387,935; lives lost, 490; tonnage, 15,439 tons; number of disasters, 481.

## A NOMINAL SUM.

*Special Correspondence of the Marine Record.*

NIAGARA FALLS, N. Y., January 21.

Agreeable to your orders I took the train from Cleveland, intending to go direct to Buffalo, but the usher placed me on the wrong train and before I knew it I was speeding away toward Toledo, at which place I found Captain J. W. Shea, and Messrs. J. H. Harris and J. H. Wilson, all from St. Louis, and as I knew the illustrious trio I held myself aloof from them to see what was on the programme.

These gentlemen, being delegates from the St. Louis Engineers' Association, had been taken under the protecting wing of Captain E. D. Lock, president of the Toledo branch, and from the looks of the grocery wagon that discharged its contents at the Lock mansion, the hungry St. Lousians did good service. These gentlemen were left at Sandusky, while I hurried on to Buffalo. Found John Thompson, Quincey Miller and M. A. Britton there before me, a whole suit of rooms having been engaged for their accommodation, and where they had on exhibibition, oil advertisements, Chase's fog whistle, oil advertisements, story tellers, oil advertisements, Kentucky corn, concentrated into a liquid state, oil advertisements, and pure Havanas, oil advertisements, and mechanical literature, oil advertisements, and invitations to see everything, from the waterworks down to the dime museum. Britton poured oil all over the hall floor, so that every delegate who walked along was sure to slip into the "headquarters," where all these things heretofore mentioned were to be seen.

On the first day came Shea, Wilson, Whitehouse, Reid, Galavan, and Ritter, who with Payne, of Buffalo, put up a job on Harris, and got him to have his picture printed in one of the papers, then they sold the papers as containing a picture of Frank James. Captains Bradbury and Williams, reporters for the RECORD, both bit at the snap, and got laughed at for their efforts.

The Engineers' Convention opened in perfect order, and the first day's session was pronounced a success.

The afternoon of the second day an excursion to this good for nothing place, was planned, and I so far forgot myself as to come. Disembarking from the train, the delegation, some thirty in number, marched soberly along, as became their standing in life, with the writer of this article bringing up the rear. Hackmen are thicker than chickens in a country barnyard, and they opened out their batteries of persuasive eloquence on the delegation, with a view of inducing them to ride. But the delegation had no money, so some one "sassed" the hackman and told him to hush. When all the sights had been seen, and the tired delegates were wending their way back toward the depot, an officer of the law, wearing a look of stolid determination, and carrying in his hand a huge parchment, reached out the arms of the law, and yanked in one of boys, using words something like this, as he did so:

John Doe, I'd have you know,
We've got you in our toil
And without fail you'll go to jail
And stay there, you big whale."

But the delegation rose up in all the sublimity of "Unity and Friendship," and they just snatched that frightened engineer, and away they went, down the street. I, like a good reporter, appeared upon the scene just in time to be taken in. The justice read the charge which was that of disturbing the public peace, and after a few words of advice the learned judge informed the prisoner that for the offence with which he stood accused, he could fine him or send him to jail, and he at once performed his part of his duty by imposing "merely a nominal fine of fifteen dollars." But whoever knew a newspaper man to have fifteen dollars, so being like the rest of the "gang," I did not have the stuff to put up, so here I am, laid up in jail, waiting for the dawn of redemption. I send with this mail an installment of "Characteristics," and ask you to send all my mail to this place, care of the jailor.

I am done with engineers, for they left me and fled, and thus another innocent person suffers unjustly.

THE SECOND ENGINEER.

## LAWYERS AT SEA.

"I've shipped a good many crews in my time," said an old vessel captain the other evening as he sat in the tug office toasting his feet at the stove and sucking away at an old pipe. "A good many crews, and never had any trouble with the men but once. It was on salt water, and I was engaged to sail a brig from Boston to Rio Janiero and back. When the boys came aboard I thought what a good looking crowd they were, and sure enough they proved to be as good men as I ever sailed with, with one exception. He bothered me a good deal. He knew his business well enough and would do what he was told, but with a kind of a way about him that was very provoking, just as though he was doing a favor, and if he was told to do anything as like as not he would ask, politely as you please, if it wouldn't be better to do so and so, but if I gave him a bit of a jawing he would go about the job easy enough.

"Well, one day one of the boys dropped a 'block' on the mate's toes, by accident, and the mate he cussed him pretty hard and this blanked lyer—lawyer? Yes, lyer, that's what he was, a regular sea lyer—he kind of smiles, tickled like, and takes hold of the fellow that dropped the block and goes down in the fo'k'sle. Purty soon he comes up to me and begins to argue with me about the mate abusing the men. The mate was as kind a fellow as ever lived, and wouldn't hurt a hair of a man's head. Well, I kinder laughed at him and said in course the mate would swear when he got his toes smashed, but it was no use; the more I gived in the more he jawed away, and at last I ordered him forred. The cuss smiled all over and sez that, accordin' to law, he has a right to state the case and demand to have the crew treated properly, and then he gives me more law in a minute than I ever heerd before, and I got right hot and tells him if he don't go forred I'll have him locked up below. Then he sez, sez he: 'Please do lock me up if you want to,' and begged me to punish him, and I dassen't, and the cuss knew it, for he would have had me hauled up for it at the first port we touched, for he wasn't doing nothing wrong. It was his watch below, and the weather was fair, so I didn't have no excuse to order him aloft. He jawed away until I went aft to get rid of him.

"All through that trip it was hard to tell who was captain of that vessel, me or him. Every day he'd come up with some question or other, and the madder I'd get the more he'd smile, until it is a wonder I didn't put him in irons and stand my chances in court for it.

"Well, we got through that trip at last and I give him the sack pretty quick, you bet. I've heard of sea-lyers before, but if there was ever a tougher one than that fellow I want to know it. I ain't afeered of no mutiny, for a bold stand and the sight of a revolver will make the boys come to time; but I'd rather ship a loose menagerie than another sea-lyer."—*Chicago News.*

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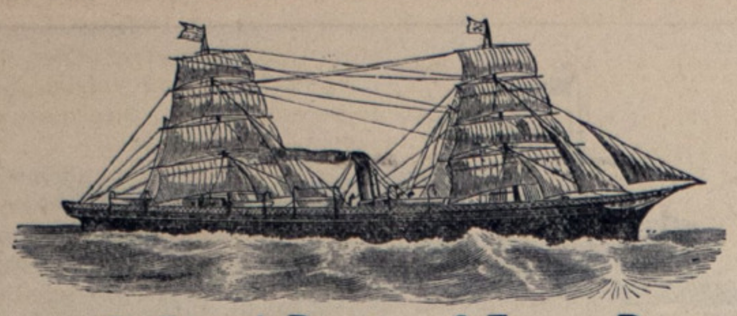

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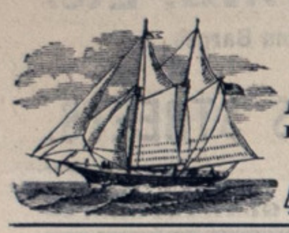

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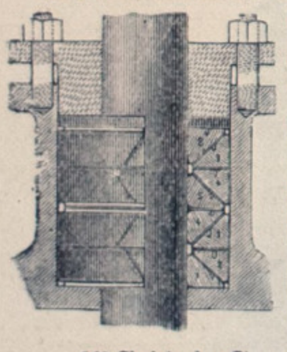

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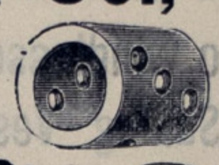

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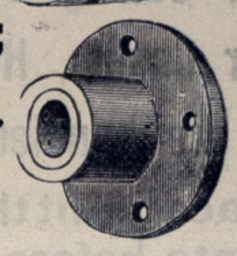

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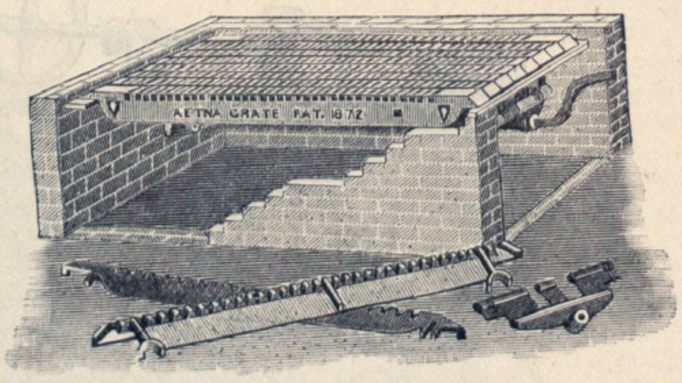


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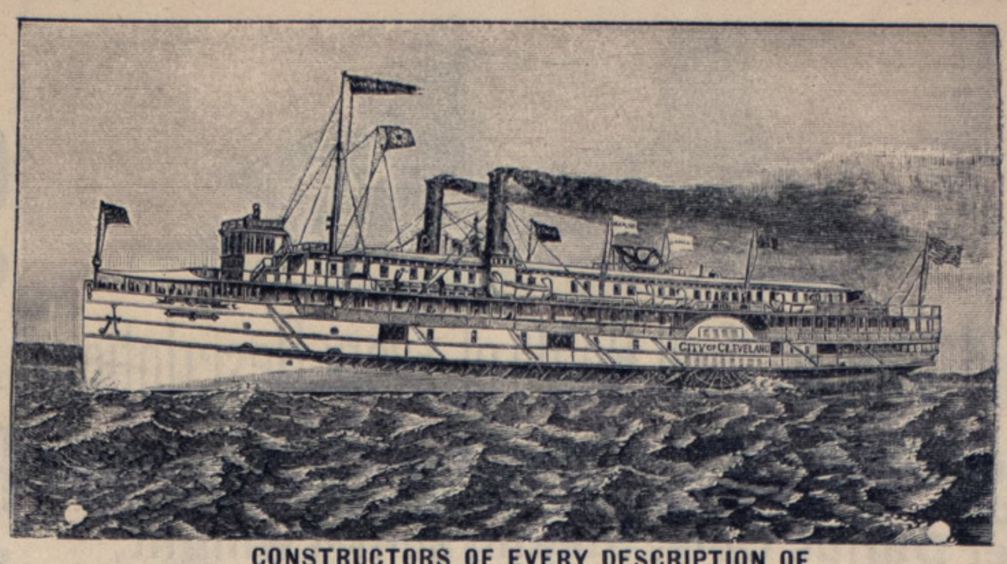

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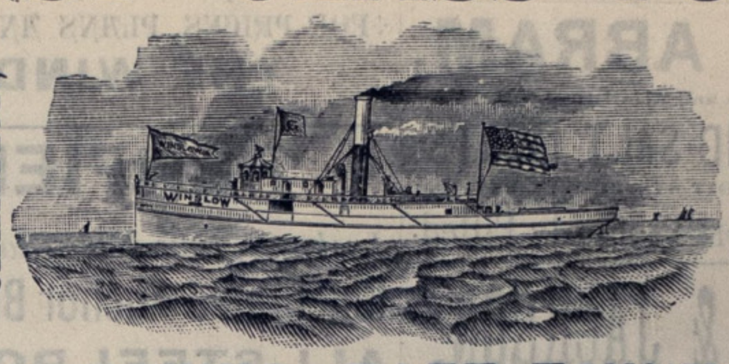

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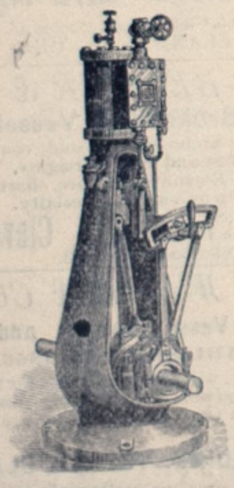

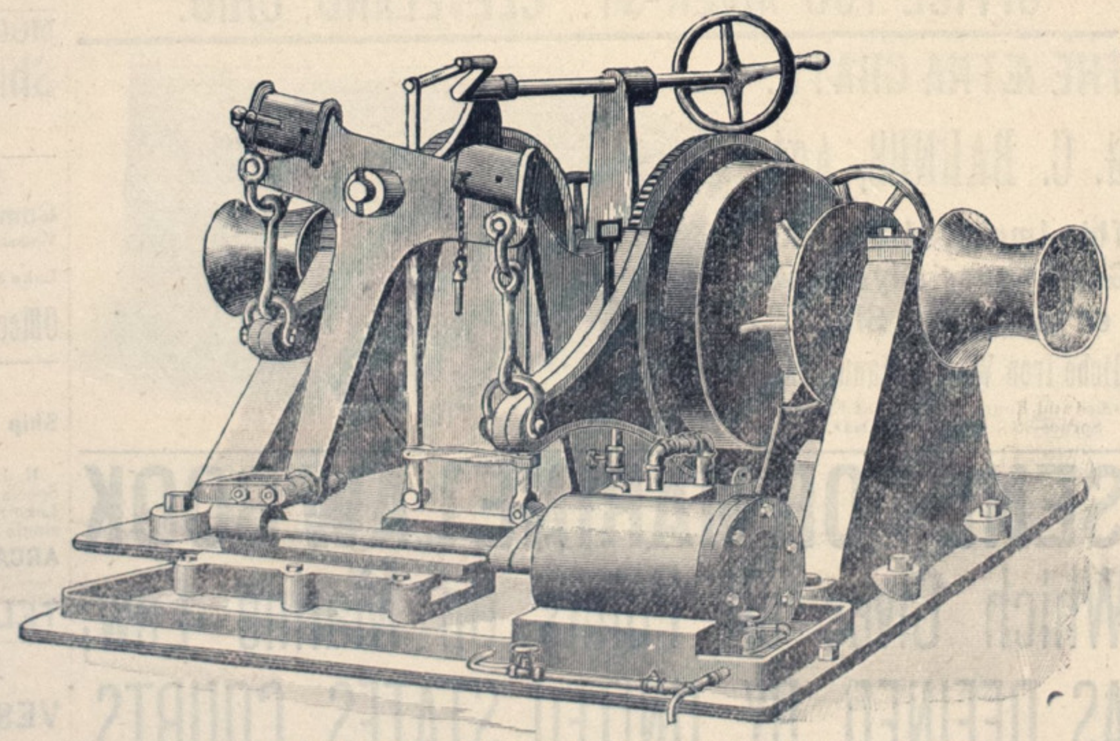

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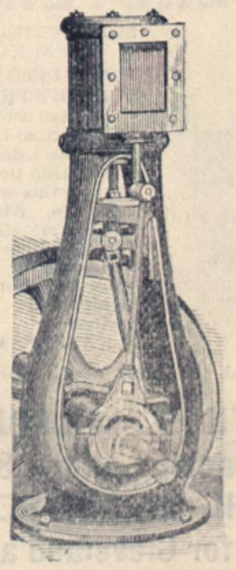

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